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and Jefferson, East side.

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For each copy, 5 cents.
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ADVERTISING.
Each additional insertion, 50 cents.
Each additional insertion, 50 cents.
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Business Notices.
B. F. PEARCE & CO.
FORWARDING & COMMISSION
Merchants, Wholesale, Va. no. 414

WILLIAM SPADLING,
No. 38 Third Street, Louisville,
Ky. no. 414

JONES & ROOT,
COMMISSION, FORWARDING, &
Produce Merchants, Second Street, between Main
and Water Streets, Louisville, Ky. no. 414

WILLIAM KAYE,
BELL AND BRASS FOUNDRY,
No. 12 West Street, between Second, Louisville,
Ky. no. 414

G. Wilson's
CENTRAL TEA AND FAMILY
Grocery, North side of Jefferson street, between First
and Second, Louisville, Ky. no. 414

S. W. WARRINER,
DEALER IN WATCHES, JEWELRY,
and Fancy Goods, 44 South Street,
Louisville, Ky. no. 414

RICHARD PARKER,
CARVER AND GILDER,
North Side Jefferson St.,
between Preston and Jackson STS.,
Louisville, Ky. no. 414

H. SHEPHERD, M. D.,
HOMOEOPATHIC PHYSICIAN,
No. 12 West Street, between Second, Louisville,
Ky. no. 414

Carter & Jett,
FORWARDING AND GENERAL
Commission Merchants, Louisville, Ky. no. 414

Wells & Armstrong,
MERCHANDISE AND PRODUCE
Brokers, Office above Bank of Louisville, Louis-
ville, Ky. no. 414

J. R. WINTER,
WHOLESALE AND
Retail Dealer in, and Manufacturer of,
Saddles, Carriage Seats, Valises, Trunks,
and all kinds of Leather Goods, 44 South Street,
between Main and Market, Louisville, Ky. no. 414

PETER SMITH,
Flour and Commission Merchant,
No. 54 Main Street, between Second and Third,
Louisville, Ky. no. 414

**THE HOUSE LATELY OCCU-
PIED BY ORMSBY & HENRY, DEALERS IN
FLOUR, which he sells at the lowest market prices. 31st
Street, between Main and Market, Louisville, Ky. no. 414**

**S. MONTGOMERY AND PRODUCE
Brokers, Office above Bank of Louisville, Louis-
ville, Ky. no. 414**

**CEICE ICE!! FAMILIES
And Steamboats supplied with prime article of
River Ice, by calling at the subterranean store, man-
aged by Capt. George Early. 31st Street, between
Main and Market, Louisville, Ky. no. 414**

Removal.
JOHN A. ROEDER,
MERCHANDISE AND PRODUCE
Brokers, Office above Bank of Louisville, Louis-
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TRANSPORTATION.

**TOMLINSON'S
OMNIBUS LINE.**

**THIS LINE LEAVES MID-
DLE STREET DAILY AT 6 O'CLOCK P. M., ARRIVE AT
THE CITY OF WASHINGTON, BALTIMORE, PHILADELPHIA,
AND NEW YORK, ON WEDNESDAY, SEPTEMBER 17, 1855.**

**FOR WASHINGTON, BALTIMORE, PHILADELPHIA,
AND NEW YORK, ON WEDNESDAY, SEPTEMBER 17, 1855.**

**Most direct through line for the East.
BALTIMORE & OHIO**

RAILROAD!

**THIS GREAT WORK OF INTER-
STATE IMPROVEMENT (378 miles from Wheeling to
Washington, and 408 from Washington to New York),
has been completed, and is now open for the
transportation of passengers and freight, and is
the most direct and rapid route for the East.**

**THE ONLY THROUGH TICKETS BETWEEN
LOUISVILLE AND WASHINGTON, BALTIMORE, PHILADELPHIA,
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MEDICAL.

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DAILY DEMOCRAT.

MONDAY, - SEPTEMBER 17, 1855.

[From the Evening Edition.]

**THE BOURBON FAIR COMMENCES ON THE 25TH
OF THIS MONTH, AND WILL CONTINUE FOUR DAYS.**

RACES.—Our readers will be in mind that the
Lexington races come off on Monday, the 24th.
Great sports anticipated.

CONVICT.—We learn from the Paris Citizen
of the 14th, that Solomon Smith, who was charged
with the murder of Wm. L. Smith—his own fa-
ther—in April last, was convicted of the crime of
murder on Wednesday last in the Bourbon Circuit
Court.

The Great City.
What is it? One says "a congregation of stores,
and shops, and dwellings, and warehouses—the
labyrinth of streets and lanes and avenues—the
grave of happiness—the deep sepulchre of virtue and
bright-eyed laughing innocence—the madhouse in
which are swallowed up all holy aspirations—the
grief of inquiry, upon whose waters float
all the devil's ships, and in whose unbounded
depths the frail bark of trusting youth, with its
freight of fond anticipations, finds a speedy and
eternal resting-place." Says another, "It is the
home of the arts and sciences—the abode of ex-
perience, of wisdom, of philosophy and prudence
—the factory of great deeds—the foundry of im-
mortal fortunes—the laboratory where the heart is
analyzed, where the soul is tried—the furnace into
which the trusting spirit leaps with all its hopes
and fears, when its tenderness is heated even to
melting, or its hardness burned to a cinder."

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TOUGH TICKETS FROM LOGSVILLE.
NEW ARRANGEMENT.
 35. Commencing Monday, July 18, 1855.
Little Miami Railroad,
 VIA COLUMBUS.
 RUN DAILY EASTERN TRAINS AT 6 A.M., 9 A.M.,
 10 A.M., AND 6 P.M.
 Quickest, Shortest and Cheapest Route, to
 and from Cincinnati and the West,
 LAID WITH HEAVY T IRON.
 Selling Passengers direct to Cleveland, Pitts-
 burg Passengers direct at Crestline, Dunkirk
 and Buffalo Passengers direct at Cleveland.
COACH AND EVERY TRAIN
 HAS A FIRST CLASS PASSENGER CAR, with
 Shore Road at Cleveland.
 The roads by this route are "very fine speed," hap-
 pily free from delay. Being the shortest and most di-
 rect route from Cincinnati to Cleveland, it is un-
 derstood that it is made with ease. Connections are cer-
 tainly made for New York, and for all the roads
 to take this route. East will be sure to return by
 the same route, and from Cleveland to Cincinnati
 and all the eastern cities.
 Arrives at Cleveland in advance of any other

Express Arrives at Cincinnati at 4:45 P. M.

Leaves Cleveland fifteen minutes later, and arrives at
CINCINNATI from CLEVELAND in 96 hours.
LINE WILLITE HULL ROUTE
From Cincinnati to
CLEVELAND in 96 hours;
DUNKIRK in 144 hours;
BUFFALO in 8 hours;
LEBANON in 48 hours;
NEW YORK in 96 hours;
BOSTON in 144 hours;
CRESTVIEW in 8 hours;
PITTSBURGH in 96 hours;
PHILADELPHIA in 96 hours;
BALTIMORE in 144 hours;
WASHINGTON in 144 hours;
ESSENTIAL in 12 hours.
Stops at Cleveland, Dunkirk, and Buffalo.
The Baltimore & Ohio Railroad, Little Miami
Railroad, branch at Cincinnati and dine the follow-
ing cities: New York, Philadelphia, Baltimore or Wash-
ington City.
The Little Miami's eastern route at Cincinnati.

Five Daily Trains.
FIRST TRAIN—Cleveland, Pittsburgh, Shenandoah, and
Washington City, leaving Cincinnati at 7 A. M., and
for Columbia, Cleveland, Dubuque, Geneseo at 8 A.

THROUGH TICKETS.
And all information.

[illegible][illegible][illegible]

The travellers public are cautioned against the false statements made in the advertisements of the Little Missouri and Railroad Company. Among the most prominent of these may be named: that their line is the "quickest," the "safest," that there is less certainty of connection from Chicago than by the Great Northern route; that they have secured a franchise to carry mail and express free of charge on the Pittsburg Express by one route; that they will run through Pullman cars every two weeks, on the promise that these merchandise trains should be kept open daily between St. Paul and hand-lifted and newspapers, making the caution useless.

HENRY O. AMES, Supt. C. & N. H. R. R.
E. B. PHILLIPS, Supt. C. & T. R. R.
JAMES W. COOPER, Supt. M. & N. E. R. R.

For further information, or through tickets, apply at the office of the Jeffersonville Railroad, No. 2nd street, Louisville, Ky., or at the Louisville Passenger Agency, No. 2d st., Louisville, Ky.

The Omaha Line will call at all passenger stops leaving its names at the above offices.

By J. A. D.

**Louisville and Frankfort
and Lexington and Richmond
Railroads.**

Through Tickets to Cincinnati.

RAILS—8-10 GOOD FOR TWO DAYS.

TWO PASSENGER TRAINS DAILY.
FIRST TRAIN LEAVES LOUISVILLE at 6 o'clock a. m., stopping 15 minutes at breakfast at Lagrange, and arrives at Lexington at 7:30 a. m. Passengers take the 8 o'clock p. m. train of Covington and Louisville, and connect at Lexington with the 10 o'clock train connecting at Paris with stages for Mayfield.

SECOND TRAIN LEAVES LOUISVILLE at 2:30 p. m., and arrives at Lexington at 3:30 p. m. Passengers taking the 3:30 p. m. train remain over night in Lexington and resume the morning stage at 6 o'clock a. m. Passengers by the 6 o'clock a. m. train connect at Frankfort with stages for Salvisa, Harrodsburg, and Lexington, and at Lexington with stages for Paris, Danville, Danville, Lancaster, Sinsford, and Crab Orchard. Stages leave Lexington at 6:30 a. m. for Paris, Danville, Lancaster, Sinsford, and Crab Orchard, and at 7:30 a. m. for Paris, Danville, Lancaster, Sinsford, and Crab Orchard.

Stages from Lexington through to Mill Springs and Crab Orchard Springs same day.

Stages from all the above points arrive at Lexington at 10 o'clock a. m., and connect at Lexington to Louisville.

Passengers by this route are comparatively exempt from the annoyance of dust in the ears, and pay no tolls, except the tolls of the rich and the highly cultivated portions of the State.

For tickets and any desired information call on the Agents corner of 4th and 5th streets.

Saml. L. GILK, Agent.

EXPRESS SERVICE.

Change of Time.

ADAMS EXPRESS COMPANY

ADAMS EXPRESS CO. has changed its schedule of service as follows:

On and after Tuesday, April 19, our Messenger and Express freight cars will leave for Frankfort at 10:00 a. m. and will arrive at 11:00 a. m. The following trains in the afternoon start at 1:00 p. m. and arrive in the morning at 6 o'clock.

Freight cars will leave at 10:00 a. m. and will arrive at 11:00 a. m.

Our wagons will call for freight, if orders are left at the office.

Freight cars will leave at 10:00 a. m. and will arrive at 11:00 a. m.

ADAMS EXPRESS CO.

The Baltimore and Ohio Railroad

TRANSPORTATION OFFICE, APRIL 19, 1917.

THE LATE OBSTRUCTIONS

the use of the road at Ringwood Tunnel have been removed, and the road is now open to all passengers, in both directions, is now forwarding passengers on the schedule time. A continuation of this delay would be a serious hindrance to the road and the public, and the use of the road at Ringwood Tunnel will be the use of the tunnel as a through road, and will be fully completed.

JOHN H. DODD.